

MARITIME HERITAGE MINNESOTA

Log Book 60 of the USS Essex

July 1, 1916 –

December 31, 1916

The Day-to-Day Operations
of Shipbuilder

Donald McKay's Last Ship

Transcribed by Ann Merriman and Christopher Olson

Proofread by Betty Lloyd

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Ernest E. Dieball of the USS Essex Self Portrait
(Courtesy Betty Lloyd)



25957 JAN 15
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Bureau of Navigation,
Navy Department.
N. Nav. 36.

TORPEDO BOAT LOG BOOK

U. S. S. Essex

From July 1, 1916 to December 31, 1916

4-508

Essex - Nov 1 - Dec 31, 1916

BUREAU OF NAVIGATION,

NAVY DEPARTMENT.

N. Nav. 36.

TORPEDO BOAT LOG BOOK

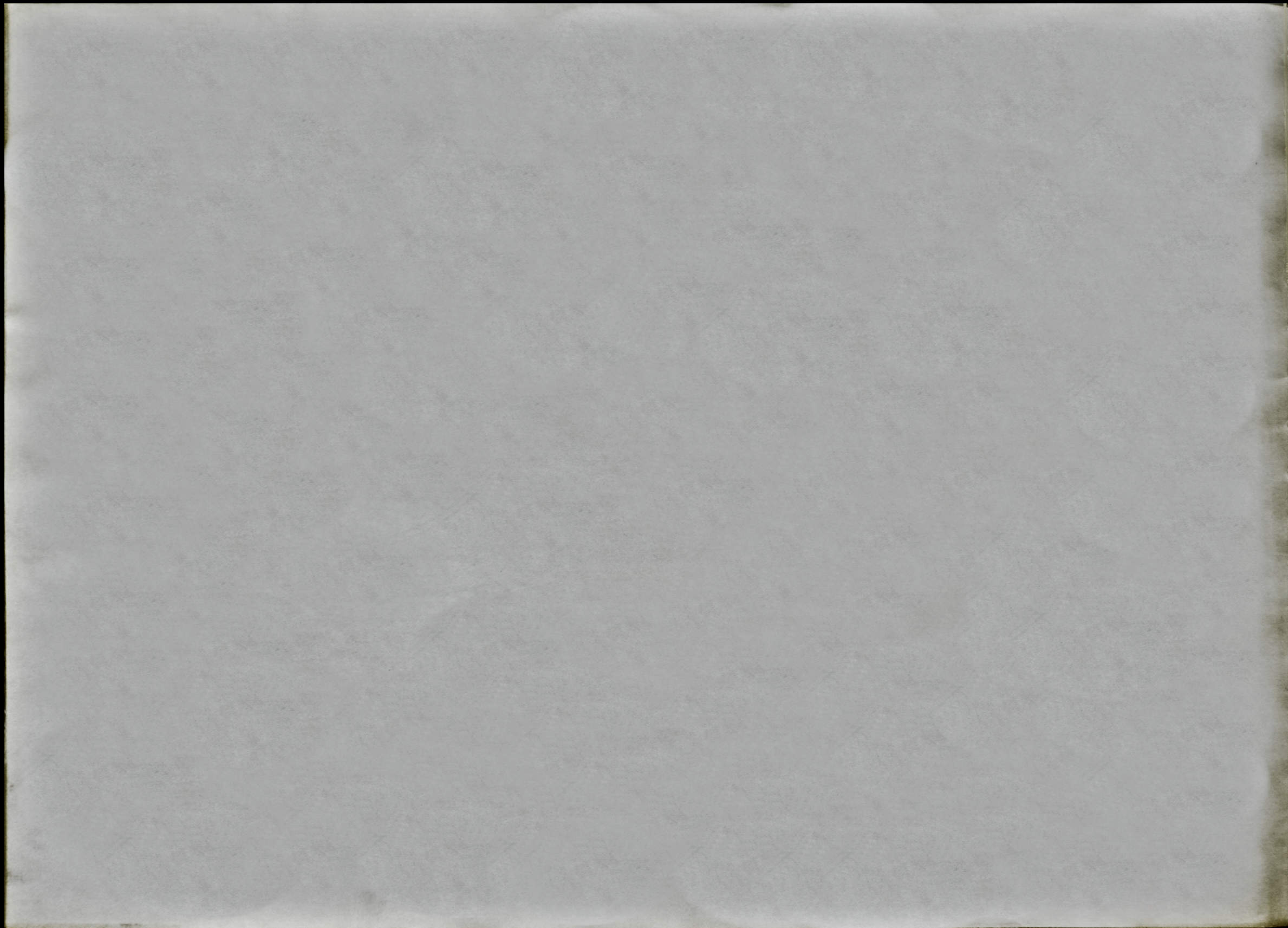
U. S. S. Essex, 1st Battalion Ohio Naval militia

COMMANDED BY

Commander Anthony F. Nicklett, ^{O. N. M.}
~~U. S. N.~~

FROM July 1, 1916.

To December 31, 1916.



LOG BOOK U. S. S. *Essex*. 1st Battalion Ohio Naval Militia

LIST OF OFFICERS.

NAME.	RANK.	REPORTED.	DETACHED.	REMARKS.
Anthony F. Miedert	Comdr. LDO.	1st Bat. Ohio Naval Militia		
Otto K. Hausman	Lieut. LDO.			
Ross G. Wuloh	Lieut. LDO.			
Ernest E. Dubach	Lieut. LDO.			
Jacob Schwarzkopf	Lt. Jg. LDO.			
Louis C. Guss	Lt. Jg. LDO.			
Gustave L. Guss	Ens. LDO.			
Walter J. Hazenrod	Ens. LDO.			
Harriet A. Brunt-Lewis	Ens. LDO.			
Cyrus Walter E. Jacatz	Coy. Lt. Comdr.			
Clarence G. Berger	Pt. Surg. Lt.			
Earl A. Grewig	Asst. Surg. Lt. Jg.			
Horace P. Corbin	Lieut. LDO.			

COMPLEMENT.

RATE.	ALLOWED.	ON BOARD.	REMARKS.
Chief Boatswain's Mate,			
Coxswains, <i>m. a. a. 1 cf.</i>		1	
Chief Gunner's Mate,		1	
Gunner's Mates, First Class,			
Gunner's Mates, Second Class,			
Quartermasters, First Class,			
Quartermasters, Second Class,			
Seamen,		1	
Ordinary Seamen,			
Carpenter's Mate, <i>1 cf.</i>		1	
Chief Machinist's Mates,		0	
Machinist's Mate, First Class,			
Machinist's Mate, Second Class,			
Chief Water Tenders,			
Water Tenders,			
Oilers,			
Firemen, First Class,		2	
Firemen, Second Class,			
Coal Passers,			
<i>ch.</i> Yeoman, First Class,		1	
Ship's Cook, First Class,		1	
Ship's Cook, Fourth Class,			
Cabin Steward,			
Cabin Cook,			
Mess Attendant,			

Trials held

(Insert below the data obtained for new boats from the Report of the Board of Inspection and Survey.)

The data to be inserted are the results obtained on the official trials in accordance with the various clauses of the contract.

COMPLEMENT

HISTORY OF THE VESSEL.

COMMISSIONED.

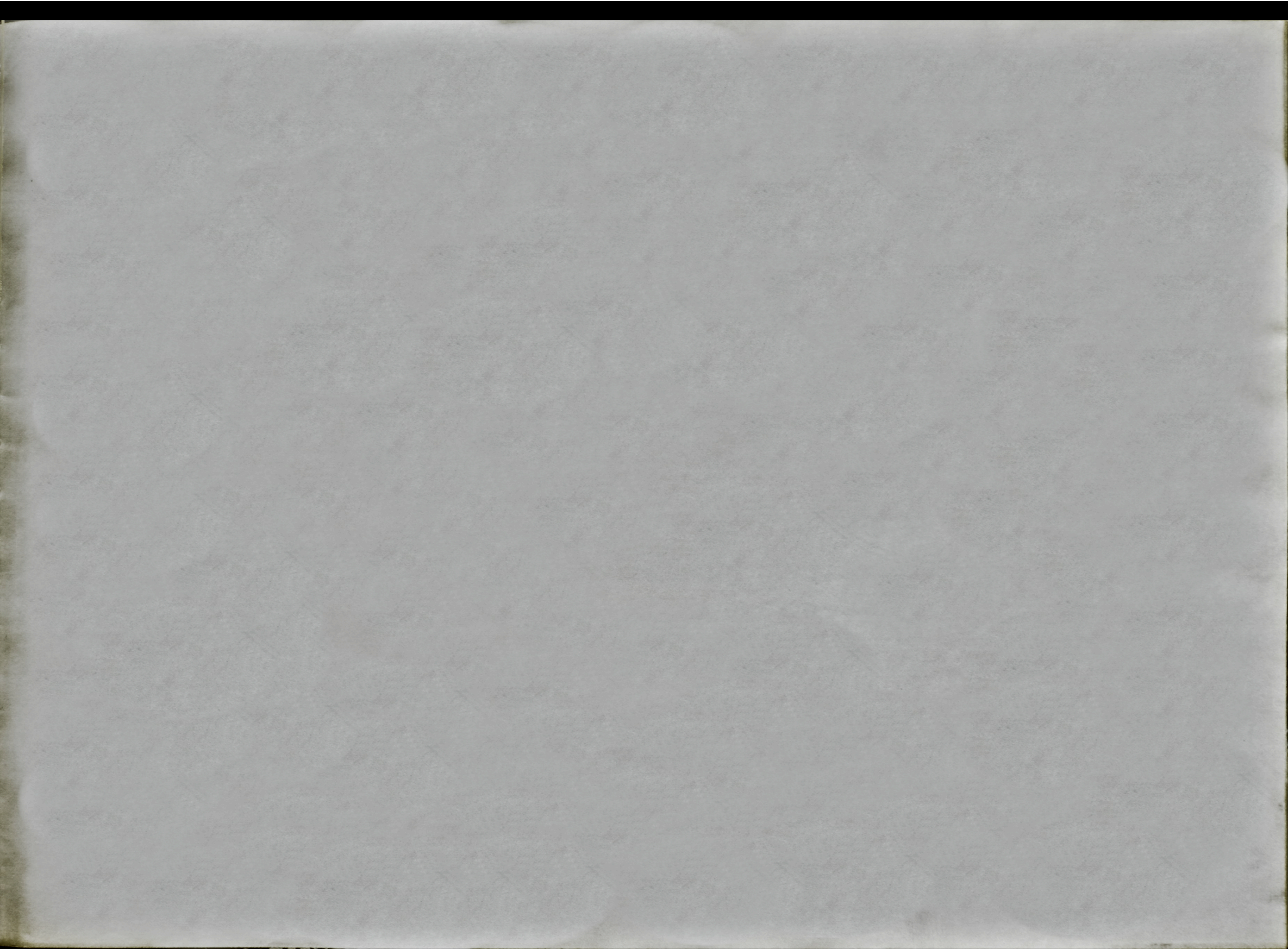
DATE.

PLACE.

PUT OUT OF COMMISSION, OR IN RESERVE.

PLACE.

DATE.



LOG OF THE U. S. S. _____, AT _____
FOR THE WEEK ENDING _____, 19__

DAY.	REMARKS.
SUNDAY.	
MONDAY.	
TUESDAY.	
WEDNESDAY.	

LOG OF THE U. S. S. *Essex*

AT

*Salido, O. Bay Put-in Bay.*FOR THE WEEK ENDING *July 1*, 19 *16*

2

DAY.

REMARKS.

THURSDAY.

Made daily

FRIDAY.

SATURDAY.

July 1
1916

*Made daily inspection of magazines and S.P. samples - conditions normal - magazine temp. max. 73° min. 72°
Washed down gun and spar decks - Finished painting foot topping - Roving ship around along side of dock.
Secured, cleared up decks - Sent all spare men to preparedness parade - Repaired jackstaff and screen door
to cabin - Prepared to get underway at 5³⁰ am Underway at 6¹⁷ am Passed crib light at 7¹⁵ am; Harbor Light at 7³⁷ am.
Topped log out at Harbor light reading 73.75 - Changed course to 104° at 7⁴¹ am; Anchored in Put-in Bay
at 10⁵⁰ am 26 ft water. 20 fms chain. USS Dorothea at anchor in harbor. - Held night signal drill with Dorothea.*

Examined and approved:

Anthony F. Dickled
Commander, O. N. M. Commanding, U.S. Navy.

LOG OF THE U. S. S. *Essex*

Port in Bay by

, AT *Galveston*FOR THE WEEK ENDING *July 5*, 19*16*

DAY.	REMARKS.
SUNDAY. 2	<p>Carried out morning orders. - Held boat drill with crews from Essex & Dorchester - under orders from bridge of Essex - Signal drills by radio to Dorchester - also drilled by boats. Received at 11³⁰ AM: Capt Kelly and Mr Clark called officially on C.O. - Set clocks one hour ahead.</p> <p>Bearings of Gas buoy 76° - Perry Memorial 164° monument 1070 yards. - Dorchester underway at 6⁰⁵ PM.</p> <p>Liberty party sent ashore at 7³⁰ AM. - Made S.P. test - condition normal. Max Temp. 73° Min. 72°</p>
MONDAY. 3	<p>Liberty party returned at 1³⁰ PM. - Changed time to actual time - Carried out morning orders.</p> <p>Sent Liberty party ashore at 3³⁰ AM. - Liberty party returned at 11³⁰ PM.</p> <p>Hoisted all boats and secured for sea. - Made daily inspection of S.P. samples - condition normal.</p> <p>Max Temp. 71° Min 70°.</p>
TUESDAY. 4	<p>Underway at 7⁴⁵ AM. Course 290 - Passed West Sister Island at 4:05 AM. - Captain at coney.</p> <p>Passed harbor light 5⁴⁵ AM. - Passed cubs 5⁵⁵ AM. - Aboard red can buoy at 6²⁵ AM. - Moored and secured ship at Walnut street dock at 6³⁰ AM. - Then dressed ship at 8⁰⁰ AM. - Cleared up and swept down decks.</p> <p>Made daily inspection of S.P. samples. condition normal. Max Temp. 73° Min 72°</p>
WEDNESDAY. 5	<p>Made daily inspection of magazines.</p> <p>Washed down spar deck. - Hoisted radio aerial.</p> <p>Repairing gangway. - Repairing flags.</p> <p>Taking up slack on shore lines.</p> <p>Cleaning boots and battery.</p> <p>Made up and stowed away all flags.</p>

LOG OF THE U. S. S. *Essex*, AT *Puerto Rico*
FOR THE WEEK ENDING *July 8*, 19*16*

4

DAY.	REMARKS.
THURSDAY. 6	<p>Made daily inspection of magazines Washed down spar deck. Swung ship around at dock. Rigged gangway Cleaned cabin and wardrooms. Painted fount Stowed away $4\frac{1}{4}$" bins.</p>
FRIDAY. 7	<p>Made daily inspection of magazines Washed down spar deck; repaired broken wire stems on fire plug. - Taking whitehead torpedoes from The Lions store window to ship; making up hammocks, mattresses and blankets. - Arriving carpets and curtains in cabin and wardroom. Turned anchor engine and steering gear over by steam. Tested magazine flood-cocks.</p>
SATURDAY. 8	<p>Made daily inspection of magazines - Washed down gun and spar decks. - General cleaning Cleaned and oiled off whitehead torpedo - Transferred hammocks to Armoury. Made new lanyard for sounding machine lead. Cleaned wardrooms and berth deck.</p>

Examined and approved:

Anthony F. Dicklett
Commander, O. N. M. U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Galveston*FOR THE WEEK ENDING *July 15*, 191*6*

DAY.	REMARKS.
SUNDAY. 9	Made daily inspection of magazines Sunday routine.
MONDAY. 10	Made daily inspection of magazines Washed down spar deck; Scrubbed 77 hammocks, 20 bays. & 15 mattress covers Making new strong backs for boat davits Making new relieving tackles for Land steering gear.
TUESDAY. 11	Made daily inspection of magazines Washed down spar deck; Working on new strong backs for boat davits Making new relieving tackles for Land steering gear. Repairing flags Oiled off battery.
WEDNESDAY. 12	Made daily inspection of magazines Washed down spar deck. Making new tackles for Land steering gear - Working on new strong backs for boat davits Repairing flags Caulking rust spots on ship's side

LOG OF THE U. S. S. *Essex*, AT *San Pedro, C.*
 FOR THE WEEK ENDING *July 15*, 19*16*.

6

DAY.	REMARKS.
THURSDAY. 13	<p>Mode daily inspection of magazines Washed down spar and gun deck. Making new strong backs for boat davits. Repairing flags. Painting spots on ship's side Repaired gangway.</p>
FRIDAY. 14	<p>Mode daily inspection of magazines Washed down gun and spar deck. Making strong backs for boat davits - repairing flags. Turned anchor engine and steering gear over by steam Tested magazine flood cocks.</p>
SATURDAY. 15	<p>Mode daily inspection of magazines Washed down gun and spar deck. Working on boat davit strong backs. Repairing flags</p>

Examined and approved:

Anthony F. Rickard
 Commander, O. N. M. Commanding
 U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Guadalupe*FOR THE WEEK ENDING *July 22*, 191*6*.

DAY.	REMARKS.	TID
SUNDAY. 16	<p>Made daily inspection of magazines Washed down spar deck. Sunday routine.</p>	TID
MONDAY. 17	<p>Made daily inspection of magazines Washed down gun and spar deck. Working on boat strong boards. - repairing flags Started painting on spar deck. Painting spars.</p>	TID
TUESDAY. 18	<p>Made daily inspection of magazines Washed down gun and spar decks. Working on boat strong boards. Repairing flags. Painting spars.</p>	TID
WEDNESDAY. 19	<p>Made daily inspection of magazines Washed down gun and spar deck. Working on davit strong boards. Repairing flags. Painting spars.</p>	TID

LOG OF THE U. S. S. *Corer*, AT *Tacloa*
FOR THE WEEK ENDING *July 22*, 19*16*

8

DAY.	REMARKS.
THURSDAY. 20	<p>Made daily inspection of magazines Washed down gun and spar decks. Working on davit strong back. Repairing flags. Painting on spar deck.</p>
FRIDAY. 21	<p>Made daily inspection of magazines Washed down gun and spar decks Working on boat strong back - Repairing flags. Painting smokestacks Turned over anchor engine ^{and} steering gear by steam Tested magazine floodcocks Discharged 184 buckets of ashes</p>
SATURDAY. 22	<p>Made daily inspection of magazines Washed down gun and spar deck. General cleaning of ship Took in slack on lines Repaired gangway.</p>

Examined and approved:

Anthony F. Dickler
Commander, O. N. M., U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *San Juan*
 FOR THE WEEK ENDING *July 29*, 19*16*

DAY.	REMARKS.
SUNDAY. 23	Made daily inspection of magazines Sunday routine.
MONDAY. 24	Made daily inspection of magazines Washed down gun and spar decks. Repairing flags. Painting spar deck.
TUESDAY. 25	Made daily inspection of magazines Washed down gun and spar decks. Painting on spar deck. Repairing flags. Sharpening carpenter's tools Breaking out and crating ammunition boxes.
WEDNESDAY. 26	Made daily inspection of magazines - Washed down gun and spar decks - Repairing flags. Fitting and screwing sounding machine - Painting on spar deck. Transferred to Nova Island. N. C. - 3 boxes containing 8 cartridges complete, S. P. Index 578 Shell and 36 empty cartridge cases. 3 pdr. - 1 box containing one 8 oz sample bottle, S. P. Index 578.

LOG OF THE U. S. S. *Essex*, AT *San Pedro*
 FOR THE WEEK ENDING *July 29*, 19*16*

DAY.	REMARKS.
THURSDAY. 27	<p>Washed down spar deck. Repairing leaky seams on spar deck. Painting on berth deck and spar deck. Repairing flops.</p>
FRIDAY. 28	<p>Washed down spar and gun deck. Repairing leaky seams over cabin. Painting berth deck. Tested magazine flood coasts. Turned anchor engine and steering gear over by steam.</p>
SATURDAY. 29.	<p>Washed down spar and gun deck. Broke out forward and quarter deck awnings - General cleaning.</p>

Examined and approved:

Anthony F. Pickle
 Commander, O. N. M. Commanding
 U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Port of the U. S. S. Essex*
 FOR THE WEEK ENDING *August 1*, 19 *16*

DAY.	REMARKS.
SUNDAY. <i>30</i>	Washed down spar deck. Sunday routing.
MONDAY. <i>31</i>	Washed down spar deck. Sleight hies, unrigged gangways Left dock at 1 P.M. and secured at Cronville Coal Dock at 3 P.M. Started coaling - Rigging stages over ship's side
August TUESDAY. <i>1</i>	Washed down spar deck. Coaling ship Painting ship's side
WEDNESDAY. <i>2</i>	Washed down spar deck. Painting ship's side.

LOG OF THE U. S. S. *Ceset*, AT *San Juan, P.R.*
 FOR THE WEEK ENDING *August 5*, 19 *16*.

DAY. REMARKS.

THURSDAY.

Washed down gun and spar deck.
 Painting ship's side

FRIDAY.

Washed down spar and gun deck.
 Painting ship's side
 Tested magazine flood cover
 Left coal dock at 2.00 P.M. and moved at Walnut Street dock 3.30 P.M.
 Taking on stores
 Filled all fresh water tanks from hydrant on dock.

SATURDAY.

Washed down spar and gun deck.
 Taking on stores.

Examined and approved:

Anthony F. Vick
 Commander, O. N. M. Commanding, U. S. Navy.

LOG OF THE U. S. S. Essex

, AT Sea Around Quebec

FOR THE WEEK ENDING August 17, 1916.

DAY.	REMARKS.
SUNDAY. 6	Crew came on board. - Guard posted at gangway - Called Captains - Execution - and Engineer officers at 4 ^{am} ; All hands at 5 ³⁰ am. - Mustered crew at 6 ¹⁵ am. - Turned to at 6 ^{am} ; Underway at 7 ³² am. - Ash St. at 7 ³² am. - Whiskey at 7 ^{am} ; Terminal bridge 5 ^{am} ; Captains at Cove. - Tossed Toledo light at 9 ⁰⁴ am and started surveying ship for derelict (at 10 ¹⁷ am 3 1/2 miles 30° from Toledo light - Set course 33° P.S.C. for Detroit River Light - Strong Point abeam at 11 ^{am} changed course to 56° P.S.C. at 11 ^{am} - Headed for East entrance Buoy Detroit River. O. Flayer, messenger, placed our name on list - Passed Detroit River light 11:50 P.M. - Through the ranges at 6:05 pm standing up center of river. Came to half speed at 4 ⁴⁵ pm and came to anchor at 4 ⁴⁵ pm - began dragging and hove in and moved ship ahead at 4 ⁵⁵ pm - Came to anchor in 37 fms of chain to water edge 4 ⁴⁵ pm. Look bearing ship's head 70° in the D. M. Ferry building at Windsor. 156 fms on wireless tower. 5 ³⁰ am at 5 ³⁰ pm. Calms at 6 ³⁰ pm. - placed anchor light - Held officers school - Lt. Comdr. C. N. Fischer, USN. Federal Inspector of Naval Facilities conducting at 7 ^{am} - Turned to and swept down at 7 ¹⁵ pm. - Lowered flag and sent ashore for mail - Officers school discontinued at 9 ⁴⁵ pm - Key lost over over at door - for services for Redwing. 11 ⁴⁵ am.
MONDAY. 7	Came down at 4 ^{am} - All hands at 5 ^{am} . Turned to at 5 ⁴⁰ - Just went ashore at 6:55 am - Dred out engine room litograph - starting engine etc and reported ready for getting under way - Calms at 8 ^{am} Sea cal at 8 ⁴⁵ am. Officers call at 9 ^{am} ; Quarters and Inspectors at C. O. at 9 ^{am} Main engines turned over at 9 ^{am} ; Underway at 10 ^{am} Captains at Cove. - stood up Detroit river - passed Bel Isle Lighthouse at 10 ^{am} ; Belle Isle light at 10 ^{am} ; Windmill light abeam at 10 ^{am} . Held Calms on drift at 11 ^{am} - St. Clair light ship at 11 ^{am} - St. Clair Gas Buoy at 11 ^{am} - Course from Lake St. Clair Gas buoy to lower entrance has buoy was North East. - at 11 ^{am} faced lower entrance Gas buoys - Checked engines to 60 rev. just prior to entering St. Clair flats - called at 11:53 pm. Towed surveying ship and standing various cables through St. Clair river. Fore drier at 1 ^{pm} All hands at Stations in engine room. Dir reported 1 ^{pm} ; 1st 3rd Under 1 ^{pm} - Abandon ship 2 ^{pm} Retreat at 2:40 - Quarters at 2 ^{pm} - Abandon of Marine City at 3 ⁴⁵ pm - Gun Quarters at 3 ⁴⁰ pm - 1st 3rd Under 3 ⁴⁵ pm. Eng Dir. 3:45 pm - Retreat sounded - 3:45 am about St. Clair. Came to anchor off Port Huron at 5 ⁴⁰ pm. weather very thick and foggy - started fog bell and placed lights in rigging. Officers school held at 8 ^{pm} to Lt. Comdr. C. N. Fischer. Put bed down at Sted Gang way - Secured ranges on shore - 76 fms. chain to House 28 ft. water.
TUESDAY. 8	11:40 am Sted gang way light went out - same was repaired at 1 ^{am} - Cancelled morning orders - 3rd cutter left for shore at 7 ^{am} returned at 11 ^{am} secured all boats for day. Boat under way at 11 ^{am} ; Breast Ft. Detroit light steering calms courses at 11:04 pm. - Just over Detroit Bay at 11:17 pm. reaching zero - at Harmon light steering course 355°; at 11:40 pm set course N. 1/2 W. at 2° pm village of Lexington abeam; at 3 ²⁵ pm Port Sanville light 4 miles abeam, and course shifted to 348°. Harbor Beach off port beam at 6 ⁴⁵ pm. - Changed course 344°; at 7 ^{am} Pt. St. Barques Light port beam; at 7 ^{am} changed course 341° at 8 ⁴⁵ P.M. at 11 ^{am} could watch load out relieved.
WEDNESDAY. 9	Steering course 341° - at 2 ^{am} Thunder Island light bearing 45° on Port beam; at 2 ⁵⁵ am changed course to 332° at 5 ¹² am changed course to 330° hauled to 495° at 6:48 pm. - Life boat reported ready at 7 ^{am} ; 40 mile pt bearing 203° distance 14 miles at 8 ^{am} ; Hauled to 468° at 10:10 am. - at 11:00 am hauled on course 310° - Port Blaine light 7 1/2 mile off port beam at 11 ^{am} ; Hauled on course 276° at 11:04 pm. Sighted Round Point Light one point off port bow at 11:55 pm. Machine Island one point off starboard bow at 11:50 pm. Came to anchor in Macmillan Harbor at 12 ^{pm} - Log taken in and rec'd. at 1 ^{pm} 37 1/2 fms chain 34 ft water; Captains - Lt. Comdr. Fischer, left ship at 2 ^{pm} returned at 3 ^{pm} 5:00 pm. Englain Evans of U.S.S. Isla de Luzon gave official visit. - Sent ashore for mail - 5 ^{pm} Captains Evans came on board. Wardroom officers made official call on wardroom officers of Isla de Luzon - Liberty party sent ashore

LOG OF THE U. S. S. *Cass*, AT *San Manuel Puerto*
FOR THE WEEK ENDING *August 12*, 1916

DAY.	REMARKS.
THURSDAY. 10	Hoisted 3rd cutter and gig at 12 ⁰⁰ am - Received message from flag ship. "Are you drifting" answered "no" Lost bearings on lights and checked up every fifteen minutes. Hoisted power boat at 1 ⁰⁰ am and secured in davits. Underway at 8 ⁰⁰ am - Explains at 8 ⁰⁰ am stood out of harbor for Chiriqui, much course 247° following flag ship passed round island light at 8 ⁰⁰ am - maneuvered as directed by flag ship - anchored off Chiriqui in 24 ft water - 25 fms. - hoisted gig and went ashore for mail. Underway at 11 ⁰⁰ am - at 6 ⁰⁰ am old sugar house abeam - at 6 ⁰⁰ am changed course to 273° at 7 ⁰⁰ am changed course to 263° - New shoal light #3 abeam at 8 ⁰⁰ am - Ice and Sable abeam at 9 ⁰⁰ am. Luzon signaled to reduce speed to 4 knots at 11 ⁰⁰ am. Speed reduced to 4 knots - Luzon changed course to 87° at 11 ⁰⁰ am - steamers following movements of flag.
FRIDAY. 11	Steamer at 4 knots in column - heavy rain from 3 ⁰⁰ am to 3 ⁰⁰ am - sighted Catalina lights at 3 ⁰⁰ am. Steamed various courses - Captain took course at 7 ⁰⁰ am - Lt. Guro began maneuvering ship - cleared in Catalina signals - 9 ⁰⁰ am proceeding to harbor opening - 9 ⁰⁰ am rounded quarters - course to anchor at 11 ⁰⁰ am in 15 ⁰⁰ fms. with 40 fms. at lower pipe bearing on Easterly church 0° Easterly church 309° Light House 309° Launch launched at 1 ⁰⁰ pm - lowered #3 and #4 cutters for boat drill - officers from Luzon covered officers on various officers - Liberty party ashore at 5 ⁰⁰ pm; visiting party from Luzon came on board and left ship at 8 ⁰⁰ pm; Liberty party and all officers returned on board.
SATURDAY. 12	Engines turned over at 12 ⁰⁰ am and reported ready at 12 ⁰⁰ am - all boats hoisted and reported ready for sea at 12 ⁰⁰ am. Underway at 1 ⁰⁰ am followed movements of flag ship - Captain at 1 ⁰⁰ am stood out of harbor and headed on course 252° - Charleston abeam at 3 ⁰⁰ am - changed course to 234° at 6 ⁰⁰ am at head point on fort Hens - Exchanged signals with flag and at 6 ⁰⁰ am received uniform signal - Holding maneuvers, steering various courses 9 ⁰⁰ am led quarters, fired drill, man overboard, - at 11 ⁰⁰ am anchored in St. Manuel harbor - held landing party with Luzon - and drilled man overboard - Landing party returned - Granted Liberty - Lieutenant Commander C. H. Frasier, USN, and 1st Lt. Taylor, USN, left ship to join Luzon - Hoisted all boats.

Examined and approved:

Anthony F. Dickel
Commander, O. N. M. Command,
U. S. Navy.

LOG OF THE U. S. S. Essex, AT San Annual Cruise
FOR THE WEEK ENDING August 19, 1916

DAY.	REMARKS.
SUNDAY. 13	<u>Underway</u> at 6 ⁰⁰ a.m. - acting as flag ship - Luzon under way at 6 ¹⁵ a.m. Captains at comms - headed for Sleeping Bear Point maneuvered until 7 ⁰⁰ a.m.; headed for Green Bay - maneuvering en route. At 12 ⁰⁰ p.m. changed course to 207° at 1:00 p.m. Com's light abeam fort bears. - Sturgeon Bay Light abeam at 4 ¹⁵ p.m.; Village of Algoma abeam at 5 ⁴⁰ p.m. Keweenaw Light abeam at 6 ⁵⁰ p.m.; Hauled to course 195° at 7 ⁰⁰ p.m.; Rowley Point light abeam at 8 ³² p.m. 2 miles. Two Rocks. Stbd beam 9 ⁰⁰ p.m.; Manitowish Stbd beam 9 ³² p.m. 7 ¹⁴ miles - Luzon grounded, leaving column at Washington Island.
MONDAY. 14	Changed course to 197° reading log 139.4; at 5 ⁰⁰ a.m. North Point Light abeam; at 5 ³⁰ a.m. checked engines to half speed - reduced to 55 knots at 5:53 a.m. - at 6 ⁰⁰ a.m. took in Patent log reading 190.5 - Entered Milwaukee Harbor steering various courses anchored at 8 ¹⁴ p.m. with 14 fms. chain at water's edge at 7 ⁰⁰ p.m. - sent ashore for mail; Quarters at 9 ⁰⁰ p.m.; Inspection by C. O. Two civilian coalmen as on board repairing boilers - Liberty party sent ashore at 12 ⁰⁰ p.m. Search light drill at 9 ⁰⁰ p.m. - Liberty party returned - liberty expired at 1 ⁰⁰ a.m. Aug. 15, 1916.
TUESDAY. 15	At Lands at 8 ⁰⁰ a.m.; carried out morning orders - C. & M. C. O. Holmberg & C. & M. P. J. Krough. U.S. 4. about over liberty from 7 ⁰⁰ a.m. Windsor, (W.D.) and Cuddy (F.V.) returned on board drums at 10 ⁰⁰ a.m. and 10 ²⁵ a.m. respectively. Liberty party sent ashore - liberty expiring at midnight - commissary stores came on board.
WEDNESDAY. 16	Liberty party returned - two absentees. C. & M. C. O. Holmberg, & C. & M. P. J. Krough U.S. 11. Boats hoisted and secured for sea. Underway at 8 ⁰⁰ a.m. - Captains at comms - headed East. Grand light ship at 8 ²⁶ a.m. swung to course 28° - Patent log over at 4 ⁰⁰ a.m. reading 67.5; At Lands at 6 ⁰⁰ a.m.; Sturgeon, course 29°; Channing ship. Grandfat. Light on stbd beam at 5 ¹⁰ p.m.; Changed course to 43° at 5 ⁰⁰ p.m.; Do Manitowish bearing 45° at 5 ⁰⁰ p.m.; Changed course to 58° at 6 ⁰⁰ p.m.; Changed course to 65° at 7 ⁰⁰ p.m.; North Manitowish light ship abeam port and changed course to 55° at 8 ⁰⁰ p.m.; Grand Inverse Light abeam at 10 ⁴⁵ p.m.

LOG OF THE U. S. S. Essex, AT On Annual Cruise
FOR THE WEEK ENDING August 19, 1916.

DAY.	REMARKS.
THURSDAY. 17	<p>Port Island light on Port beam at 1⁴⁵ am log 36; 2³⁰ am Sole and East light abeam log 50.75; at 2⁴⁵ am changed course to 60°; 3¹⁵ am Gray's Reef light ship abeam log 55 - changed course steering on White Shoal light house; 5⁴⁰ am brought ship around inside White Shoal light and set course E by S. At Hula light abeam at 5⁴⁵ am 114° at 6¹⁵ am; Graham Shoal abeam at 6⁴⁵ am Course 70° at 6⁵⁵ am. Anchored at Maesene Island 6⁵⁵ am; shifted berth at 6⁵⁵ am six fms. water 30 fms chain; bearing of Red Gas buoy West 254° East 557° - Thet morning quarters two abreast. C. A. Holmberg, C. G. M. & C. J. Krough. C. D. M. 2104. Liberty party left ship - visiting party of nine persons - men, women and childrens visited ship - Mrs & Miss McKellett came aboard to visit captain - Coast Guard Station power boat towed Liberty party boat to ship account power boat breaking down.</p>
FRIDAY. 18	<p>Loaded our boats, secured for sea. Underway at 4³⁰ am - two abreast. C. & M. C. A. Holmberg & C. D. M. C. J. Krough. 2104. Bois Blane Sol. course 90° - Bois Blane stbd beam changed course to 128°; Reynolds Reef stbd beam 6⁴⁵ am; Appetacle Reef light 1/4 mile on port beam at 7¹⁵ am. changed course to 137° at 7¹⁵ am; Forty mile Point abeam at 8¹⁵ am Course 160° at 11¹⁵ am - Presque Isle S S W at 11⁴⁵ am; changed course to 165° - Thunder Bay light stbd beam - Log 64⁴ at 253 fms. 1/2 miles from light - Tene drill at 1¹⁵ pm. 1st Div. reported at 8⁵⁵ pm; 2nd Div. 8⁵⁷ pm; Eng. Div. 8⁵⁸ pm; Tor. Div. 8⁵⁸ pm; Sub. Div. 8⁵⁸ pm. Band at 8⁵⁸ pm. Sailed at 9⁰⁰ pm. Changed course to 166° at 9⁰² pm. Point aux Barques abeam at 10:24 pm.</p>
SATURDAY. 19	<p>Changed course to 168° at 1⁴⁰ am. rain from 1¹⁰ am to 2³⁰ am - Fog whistle going from 1¹⁵ am to 7³⁰ am - sent Electrical stores from 2⁰⁰ am to 3¹⁵ am; Changed course to 184° at 4⁰⁰ am; at 4¹⁵ am changed course to 200°; at 4⁴⁵ am changed course to 270° at 6¹⁵ am changed course to 191° at 6³⁰ am. course 205° at 7¹⁰ am course 180° at 7¹⁵ am. course 190° - Passed through light vessel at 9⁴⁰ am. St. Ignace on stbd beam 8⁴⁵ am; Black Can buoy stbd beam at 9⁴⁵ am. passed village St Clair at 10⁰⁰ am; Entered canal at 11¹⁵ am. passed lower entrance buoy at 11:45 am - passed red can. 1⁰⁰ pm; Wind mill St 2³⁰ pm; River Sale at 2³⁵ pm; anchored off Woodward Ave. Detroit at 3¹⁵ pm; 56 ft water 45 fms chain - sent ashore for mail - Capt J. A. Mahala O. N. M. - U. S. Detaining Officer & Mr. Wilson, his clerk reported on board. - Mr. Hancock - Mrs. Gens. & Miss Gens. reported on board. - Liberty party sent ashore. - Two abreast - C. & M. C. A. Holmberg, 2104 & C. D. M. C. J. Krough. 2104.</p>

Examined and approved:

Anthony F. Dickler
Commander, O. N. M. Commanding U. S. Navy.

LOG OF THE U. S. S. *Essex* - on Annual Cruise *3*, AT *Tacoma O.*
 FOR THE WEEK ENDING *August 26*, 191*6*

DAY.	REMARKS.
SUNDAY. 20	Hoisted all boats and secured for sea: - Rouse <i>33</i> Henry - Seamus free over board out of launch when landing - no injuries - Underway at 6 ⁰⁰ am steamed down river - Passed USS <i>Dorothea</i> at 7 ⁵⁵ am standing up river - Passed Tacoma Harbor Light at 11 ³⁷ am; Passed Crab Light 12 ¹³ am - W & E Bridge 12 ⁵³ am; moored at Walnut street dock at 1 ²⁶ pm; General Muster by Capt J. H. Nicholas. <i>24</i> of us disembarking Officers crew mustered out and ship turned over to ship keepers. C. G. M. C. G. Halenborg U. S. N. & C. G. M. P. J. Krough reported on board at
MONDAY. 21	Washed down spar and gun deck. Cleaned up decks - General cleaning of ship Sent Military Equipment to Armory Painting spots on ship's side
TUESDAY. 22	Washed down spar and gun deck. Took in slack on lines - repaired gangway. Grand paint work on gun deck - Cleaned out boats Started painting boat topping - Painting spots on ship's side
WEDNESDAY. 23	Washed down spar and gun deck - Repairing after canopy cover. Painting ship's side and boat topping - Cleaning berth deck and mess boy. Repairing gun. J. D. Keeling F. 1st U. S. N. transferred to USS <i>Rhode Island</i> , Philadelphia Pa

LOG OF THE U. S. S. *Essex*, AT *Puerto Rico*
 FOR THE WEEK ENDING *August 26*, 1916

DAY.	REMARKS.
THURSDAY. 24	<p>Washed down gun and spar deck. Painting spots on ships side Painting boat topping Repairing gangway Took in stock on bins Hauled below deck mess gear.</p>
FRIDAY. 25	<p>Washed down gun and spar deck. Painting spots and boat topping on ships side Painted crew's washroom and toilet Tested magazine flood cocks. Turned anchor engine over by strains Tested main steering gear.</p>
SATURDAY. 26.	<p>Washed down gun and spar deck. Painting spots on ships side and boat topping Painting spots on gun deck. General cleaning of ship</p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Comm. U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Leeds O. 30 00*
 FOR THE WEEK ENDING *September 7*, 1916

DAY.	REMARKS.
SUNDAY. 27	Washed down spar deck. Sunday Routine.
MONDAY. 28	Washed down gun and spar deck. Cleaning workroom & ice box Making new boat docket and strong backs Cleaning sick bay and berth deck. Repairing after canopy covers.
TUESDAY. 29	Washed down gun and spar decks Breasting out and restoring after sail rooms Making boat docket strong backs Taking on fresh water Wound ship around at dock. Secured gangway - cleared up decks
WEDNESDAY. 30	Washed down gun and spar decks Sunged lines - Left Walnut Street dock and secured at Courville Coal Dock. Started coaling ship Making docket strong backs

LOG OF THE U. S. S. Essex, AT San Francisco,
 FOR THE WEEK ENDING September 7, 1916.

DAY.

REMARKS.

THURSDAY.

31

Washed down gun and spar decks
 Finished coaling
 Ship's draft after coaling 14' fwd. 15' amidships 3. 16' aft.
 Left Trounck dock and moored at Walnut Street dock at 6 P.M.

FRIDAY.

1

Washed down decks and cleaned ship after coaling
 Wended ship around alongside of dock.
 Tasting on fresh water and stores

SATURDAY.

2

Underway at 8¹³ am: Passed Toledo Harbor Light 10 am; Course 110° at 10¹³ am. West water front beam at 11³⁰ am and changed course to 115°; Changed course 1³⁰ pm to 96° and came abreast Middle Island 7 P.M. changed course to 77° Put fast log over at 2¹⁵ pm. reading 92. - Loran bearing 165° at 4³⁰ pm. Cleveland Club Light on starboard beam at 7³⁰ pm.

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Command U. S. Navy.

LOG OF THE U. S. S. *Thetis*, AT *the coast of Chile*, *Pat.*
FOR THE WEEK ENDING *September 9*, 19*16*. *Saldo Ohio*

DAY.	REMARKS.
SUNDAY. 3	On course 77°; Hauled to 83° at 5 ⁰⁵ am; Commenced abeam at 83° at 5 ⁰⁵ am; Changed course to 100° at 5 ²⁰ am. - Changed course to Eastward time at 7 ³⁰ am. Came to anchor at Enrie Cerrito at 8 ⁰⁰ am; Held signal 3 Shot drill with Walvernia - Hawk and Don Juan de Austria - Captains and Lieut Willoughby aboard flagship 9 ⁴⁵ am Lt Walsh returned and at 10 am Captains returned (Up anchor at 5 ³⁰ am. Stowed chain of fish nets with Casque de Sol light bears shot and at 5 ⁴⁵ am changed course to 259 - fat log over reading 141.) [Left Enrie Harbor 1 ⁰⁰ am for flat maneuvers and returned to harbor at 5 ⁴⁵ am] at sea course 259° Commenced on Port beam at 8 ⁰⁰ am; Ashore abeam at 9 ⁴⁵ am - Fairport bears 218 at 11 ⁰⁰ am - Fairport abeam at 12 ⁰⁰ P.m.
MONDAY. 4	Course 259° - Steamer entered bow to port at 4 ⁴⁵ am - Steamer passed to port at 5 ⁰⁰ am changed course to 230° at 7 ⁰⁰ am; Southern Island Light ship on star beam at 7 ⁵⁰ am. Changed course to 225° - Course 282° Middle Island abeam at 9 ⁰⁰ am; Out in Bay Las Bruy at 10:42. Changed course to 288° at 10 ⁴⁵ am; Mayaguez Reef abeam at 11 ⁴⁵ am; Abeam abreast West sister Island 12 ³⁵ am. Hauled on 288° - passed La Gracia Light 7 ⁰⁰ am; Docked at Foot of Walnut Street 5 ¹⁵ am. Eastward time.
TUESDAY. 5	Washed down gun and spar deck. Broke out and restowed after sail room. Stowed 4" line below. - Took in slack on lines Fixed gangways - Chaining ship's side
WEDNESDAY. 6	Washed down gun and spar deck. Broke out 7" line from fore hold. Restowed forehold and chained same. Took in slack on lines Made up and stowed below - awnings and 4" line

LOG OF THE U. S. S. *Essex*, AT *Salado, O.*
 FOR THE WEEK ENDING *September 9*, 19*16*.

DAY.	REMARKS.
THURSDAY. 7	<p>Washed down spar and gun deck. Cleared wardrobe. Scrubbed paintwork on gun deck. Made new commission pennant. Cleaning battery & whitehead torpedos. Cleaning ship's ice boxes.</p>
FRIDAY. 8	<p>Washed down gun and spar decks. Scrubbed paintwork on gun and berth decks. Working on davit strong backs. Making new commission pennant. Turned anchor engine & steering gear over by steam. Tested magazine flood cocks.</p>
SATURDAY. 9	<p>Washed down decks. General cleaning of ship. Touching up with paint on gun deck. Taking in slack on lines. Repairing gangway.</p>

Examined and approved:

Anthony F. Dicklet
 Commander, O. N. M. Corps.

LOG OF THE U. S. S. *Cassid*, AT *Seeds, O*
 FOR THE WEEK ENDING *September 16*, 19*16*

DAY.	REMARKS.	YAC
SUNDAY. 10	Washed down spar deck Sunday Rousting.	
MONDAY. 11	Washed down gun and spar deck. Painting spots on ship's side Scrubbed paint work on gun deck. Repairing gangways Cleaning battery and Torpedos	
TUESDAY. 12	Washed down gun and spar decks. Crating wood defense mine and Torpedos for shipment. Painting on gun deck.	
WEDNESDAY. 13	Washed down decks. Getting Torpedos ready to send ashore - Finished crating mine Crew received first anti typhoid treatment from Surgeon from Detroit Recruiting Station J. Drilling - F.I.C. reported on board from Cassid Lake Island for duty.	

LOG OF THE U. S. S. *Essex*, AT *Quincy, O.*
 FOR THE WEEK ENDING *September 16, 1916*

DAY.

REMARKS.

THURSDAY.

14

Washed down gun and spar decks.
 Painting on gun deck.
 Overhauled and stowed below boat grates.
 Transferred naval defense mine and torpedos to USS Wolverine.

FRIDAY.

15

Washed down decks.
 Painting spots on gun deck and ship's side.
 Rigged in gig derrick.
 Working on boat derrick strong backs.
 Turned anchor engine and steering gear over by steam.
 Tested magazine flood cocks.

SATURDAY.

16

Washed down decks.
 D. O. Ryan, Jr. reported on board for duty from Recruiting Station, Detroit.
 General cleaning of ship.
 Working on boat derrick strong backs.

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Commanding U. S. Navy.

LOG OF THE U. S. S. *Essel*, AT *Florida C.*
 FOR THE WEEK ENDING *September 23*, 19*16*.

DAY.	REMARKS.
SUNDAY. 17	Washed down spar deck. Sunday Painting.
MONDAY. 18	Washed down decks. Took in stock on lines Rigged gangways & repaired deck. Working on boat hoist strong backs Painting gun mounts.
TUESDAY. 19	Washed down spar deck. Working on boat strong backs Working up target screens and boat sails Painting gun mounts Cleaning bottom Working fenders for ship's side
WEDNESDAY. 20	Washed down gun and spar decks. Working on boat strong backs. Rigging radiators on berth and forward gun deck. Painting on gun deck. Sponged out bottom - over hauled breech mechanisms

LOG OF THE U. S. S. *Essex*, AT *Taliedo O*
 FOR THE WEEK ENDING *September 23, 1916.*

26

DAY.	REMARKS.
THURSDAY. 21	<p>Washed down decks. Riggung radiators Working on steering locks. Repairing canopy cover. P. J. Keough C. & M. transferred to Great Lakes Training Station, orders delivered at 10⁰⁰ hrs.</p>
FRIDAY. 22	<p>Washed down decks. Working on boat steering locks. Riggung radiators Turned over anchor engine and steering gear by steam. Tested magazine flood cocks. Crew received second anti typhoid treatment from Surgeon from Detroit Receiving Station.</p>
SATURDAY. 23	<p>Washed down decks. General cleaning of ship. Look in slack on lines</p>

Examined and approved:

Anthony F. Dick
 Commander, O. N. M. Comp. U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Valdez O*
 FOR THE WEEK ENDING *September 30*, 19*16*

DAY.	REMARKS.
SUNDAY. 24	Washed down spar deck. Sunday routing.
MONDAY. 25	Washed down decks. Working on boat davit strong backs Cleaning storerooms Cleaning battery
TUESDAY. 26	Washed down decks Working on boat davit strong backs Cleaning berth deck. Taking in slack on lines
WEDNESDAY. 27	Washed down decks. Working on boat davit strong backs Cleaning wood rooms. Cleaning forward storerooms

LOG OF THE U. S. S. *Essex*, AT *Panama*
FOR THE WEEK ENDING *September 30*, 19 *16*

28

DAY.	REMARKS.
THURSDAY. <i>28</i>	<p>Washed down decks. Turned boat davit strong back. Broke out and restowed after sail room. Cleaned storerooms and wardrooms. Cleaned and restowed paint locker. Painted gun mounts.</p>
FRIDAY. <i>29</i>	<p>Washed down decks. Cleared up decks for inspection. Turned anchor engine and steering gear over by steam. Tested magazine flood cock. Had Federal Inspection of ship by Ensign F. G. Blackwell, U.S.N.</p>
SATURDAY. <i>30</i>	<p>Washed down decks. General cleaning of ship.</p>

Examined and approved:

Arthur F. Dicklett
Commander, O. N. M. Command, U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Naval O*
 FOR THE WEEK ENDING *October 7*, 19 *16*

DAY.	REMARKS.
<i>Oct</i> SUNDAY. 1	<i>Sunday Routine</i>
MONDAY. 1	<p><i>Washed down decks</i> <i>Filling putty in cracks on strong boards</i> <i>Shipkeepers received 2nd injection of Typhoid prophylactic</i> <i>Geo. Schwindert - fir ret. furloughed out of service.</i></p>
TUESDAY. 3	<p><i>Washed down decks</i> <i>Cleaning battery - repairing paint</i> <i>Painting spots on ship's side</i> <i>Overhauling flags</i> <i>Securing bullet boards to bulkheads</i></p>
WEDNESDAY. 4	<p><i>Washed down decks</i> <i>Cleaning battery</i> <i>Making door for gangway gun port</i> <i>Repairing paint</i> <i>Painting spots on ship's side</i> <i>Overhauling flags</i> <i>Securing bullet boards to bulkheads.</i></p>

LOG OF THE U. S. S. *Cross*, AT *San Diego*
 FOR THE WEEK ENDING *Oct 7*, 19 *16*

DAY.	REMARKS.
THURSDAY. 5	<p>Washed down decks Chipping and painting stern hatch Securing bulletins boards to bulkheads Repairing fuel Repairing leaky places in gun deck. Painting screen around galley</p>
FRIDAY. 6	<p>Washed down decks. Chipping and painting radiators Repairing leaky places in gun deck. Tested magazine flood cocks. Turned over anchor engine and steering gear. by steam. Cleaning hatch deck.</p>
SATURDAY. 7	<p>Washed down decks. General cleaning of ship</p>

Examined and approved:

Anthony F. Rickelsh
 Commander, O. N. M. Commanding Navy.

LOG OF THE U. S. S. *Cassat*, AT *Quinto O*
 FOR THE WEEK ENDING *October*, 19*04*

DAY.	REMARKS.
SUNDAY. 8	<i>Sunday Ranting.</i>
MONDAY. 9	<i>Washed down decks.</i> <i>Repairing leaky seams in spar deck.</i> <i>Cleaning cabin and wardroom.</i> <i>Breaking out and cleaning forward storerooms</i>
TUESDAY. 10	<i>Washed down decks.</i> <i>Caulking leaky seams on spar deck.</i> <i>Painting spots on ship's side</i> <i>Repairing electric fittings on spar deck.</i> <i>Clamped down hatch deck.</i> <i>Sponged out battery.</i>
WEDNESDAY. 11	<i>Washed down decks.</i> <i>Caulking leaky seams on spar deck.</i> <i>Cleaning fore hold and store rooms.</i> <i>Breaking out and cleaning magazines</i> <i>Overhauling brush mechanisms</i>

LOG OF THE U. S. S. *Essex*, AT *Quincy, O.*
 FOR THE WEEK ENDING *Oct. 1st*, 19 *16*

DAY.	REMARKS.
THURSDAY. 12	<p>Washed down decks Cleaning motor boat Chaulking leaky seams on spar deck. Repairing canopy covers Placing new chafing gear on shore lines</p>
FRIDAY. 13	<p>Washed down decks Repairing flops; Chaulking leaky seams on spar deck. Tacking in sheet on shore lines Tested magazine flood cocks Turned anchor engine and steering gear over by hand.</p>
SATURDAY. 14	<p>Washed down decks General cleaning of ship</p>

Examined and approved:

Anthony F. Rickert
 Commander, O. N. M. Commanding,
 U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Sacramento*
 FOR THE WEEK ENDING *October 21*, 19 *16*

DAY.	REMARKS.
SUNDAY. 15	Washed down spar deck. Sunday routine. F. Rademig - sec. left ship on 15 days leave of absence.
MONDAY. 16	Washed down decks. Covering leaky seams on spar deck. Working scupper lip. Painting spots on ship's side.
TUESDAY. 17	Washed down decks. Covering spar deck. Repairing stky light covers. Chaining fresh-water tanks.
WEDNESDAY. 18	Washed down decks. Tacking in slot on shore line. Sawing down faint wood on berth deck. Repairing boat covers.

LOG OF THE U. S. S. *Essex*, AT *Guards O*
 FOR THE WEEK ENDING *October 21*, 19 *16*.

DAY.	REMARKS.
THURSDAY. 17	<p><i>washed down decks</i> <i>Convincing spar deck.</i> <i>Cleaning battery and magazines</i> <i>Working cleats for boats.</i> <i>Repairing boat gear.</i></p>
FRIDAY. 18	<p><i>Washed down decks.</i> <i>Scraping pitch on spar decks.</i> <i>Repairing gun deck.</i> <i>Tested magazine flood cocks.</i> <i>Tuned anchor engine and steering gear over by Allen.</i></p>
SATURDAY. 21	<p><i>Washed down decks.</i> <i>General cleaning of ship</i></p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Corps, U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Salida, O.*
 FOR THE WEEK ENDING *October 28*, 1916.

DAY.	REMARKS.
SUNDAY. 22	<i>Sunday routing</i>
MONDAY. 23	<i>Washed down gun deck. Repairing leaky places in gun deck. Cleaning motor boat. Restowing and cleaning fore hatch</i>
TUESDAY. 24	<i>Washed down gun deck. Repairing leaky places in gun deck. Working in slack on shore lines and placing chafing gear on same. Oiling steering gear.</i>
WEDNESDAY. 25	<i>Washed down decks Cleaned and washed out bays</i>

LOG OF THE U. S. S. *Essex*, AT *Palmdale, O.*
 FOR THE WEEK ENDING *October 28*, 19*16*

DAY.	REMARKS.
THURSDAY. <i>26</i>	<p>Washed down gun deck. Cleaned and washed out bilges Scrubbed paint work on gun deck. Repairing boat gear.</p>
FRIDAY. <i>27</i>	<p>Washed down gun deck. Repairing boat gear. Repairing leaky seams. Tested magazine flood-cocks. Turned over anchor engine and steering gear by hand.</p>
SATURDAY. <i>28</i>	<p>Washed down decks. General cleaning of ship.</p>

Examined and approved:

Anthony H. Dicklett
 Commander, O. N. M. Commanding.
 U. S. Navy.

LOG OF THE U. S. S. *Essex*FOR THE WEEK ENDING *November 14*, AT *Yacido O. 30. 20. J*
October 27, 19*16*

DAY.	REMARKS.
SUNDAY. <i>27</i>	<i>Sunday, Routing</i>
MONDAY. <i>30</i>	<i>Washed down gun deck. Repairing boat gear Cleaning boats Overhauling battery</i>
TUESDAY. <i>31</i>	<i>Washed down gun deck. Repairing leaky seams. Sponged out guns. Overhauling boat gear. Cleaning forehold and store rooms. Dusting off pipes on gun deck.</i>
<i>Nov.</i> WEDNESDAY. <i>1</i>	<i>Washed down decks Scrubbed fire hose. Washed out bilges Repairing coars. Cleaning fresh water tanks</i>

LOG OF THE U. S. S. *Essex*, AT _____, 19____
 FOR THE WEEK ENDING _____, 19____

DAY.	REMARKS.
THURSDAY. 2	<p>Washed down gun deck. Cleaning fresh water tanks Repairing oars Covering leaky seams on gun deck. Working search light cover.</p>
FRIDAY. 3	<p>Washed down gun deck. Repairing oars. Working search light cover. Overhauling battery Tested magazine flood cocks Turned over anamorphosis and steering gear by steam.</p>
SATURDAY. 4	<p>Washed down decks General cleaning of ship</p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Commanding
 U. S. Navy

LOG OF THE U. S. S. *Good*, AT *Leeds*FOR THE WEEK ENDING *November 11*, 19*16*.

DAY.	REMARKS.
SUNDAY. <i>5</i>	<i>Sunday roasting.</i>
MONDAY. <i>6</i>	<i>Washed down gun deck. Caulking leaky seams on gun deck. Securing water boat for winter. Repairing gun covers. Taking in slack on shore lines and replacing chafing gear on same.</i>
TUESDAY. <i>7</i>	<i>Washed down gun deck. Repairing hatch covers. Caulking leaky seams on gun deck. Connected up fresh water hose to fill fresh water tanks.</i>
WEDNESDAY. <i>8</i>	<i>Washed down gun deck. Filling fresh water tanks from hydrant on deck. Caulking leaky seams on gun deck. Repairing hatch covers. Stowing away hose.</i>

LOG OF THE U. S. S. *Essex*, AT *San Diego*
 FOR THE WEEK ENDING *November 11, 1916.*

DAY.	REMARKS.
THURSDAY. 9	<p>Washed down gun deck. Repairing boat gear. Caulking leaks, seams on gun deck. Repairing boat covers. Cleaning berth deck and scull bay.</p>
FRIDAY. 10	<p>Washed down gun deck. Repairing hatch covers. Breaking out old boat covers and old canvas. Making cleats for boats. Oiled magazine flood cocks. Turned anchor engine and steering engine over by steam.</p>
SATURDAY. 11	<p>Washed down decks. General cleaning of ship.</p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Commanding
 U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Greensboro*
 FOR THE WEEK ENDING *November 18*, 19*16*

DAY.	REMARKS.
SUNDAY. <i>12</i>	<i>Sunday routine</i>
MONDAY. <i>13</i>	<p>Washed down gun deck. Repairing boat covers Cleaning paintwork on gun deck. Covered search light and search box. Caulking leaky seams on spar deck.</p>
TUESDAY. <i>14</i>	<p>Washed down gun deck. Caulking leaky seams on spar deck. Repairing boat covers. Boarding out lumber and windows for winter quarters Cutting out cover for sauley launch.</p>
WEDNESDAY. <i>15</i>	<p>Washed down gun deck. Started fitting windows in forward gun ports for winter quarters Charing in buck heads on gun deck. Oiled off all guns Cleaned wardrooms and pantry.</p>

LOG OF THE U. S. S. *Essex*, AT *Shed O*
 FOR THE WEEK ENDING *November 18*, 19 *16*

DAY.	REMARKS.
THURSDAY. 16	<p>Washed down gun deck. Getting windows in forward gun ports Putting up winter quarter bulkheads Brushing out lewis for turning ship around.</p>
FRIDAY. 17	<p>Washed down gun deck. Finished putting in windows Winded ship around along side dock. Secured gangway. Cleaned up decks. Tested magazine flood cocks. Turned anchor engine and steering gear over by steam.</p>
SATURDAY. 18	<p>Washed down decks General cleaning of ship.</p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M., U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Spiedo O. 201*
 FOR THE WEEK ENDING *November 25*, 19*16*

DAY.	REMARKS.
SUNDAY. <i>19</i>	<i>Birding routine.</i>
MONDAY. <i>20</i>	<i>Washed down gun deck. Started rigging in boats Unshipped life buoys Covered lifebuoy marks on gun deck. Repairing sailing launch cover.</i>
TUESDAY. <i>21</i>	<i>Washed down gun deck. Rigging in boats and putting covers on same.</i>
WEDNESDAY. <i>22</i>	<i>Hoisting airplane on board. also dunnage and fuel Rigging in and covering boats. Stripping anchor boom and stowing gear below. <i>J. Drilling. Fict. 2511 - left ship on 15 days leave. at 6³⁰ PM.</i> </i>

LOG OF THE U. S. S. *Essex*, AT *Palmdale*
 FOR THE WEEK ENDING *November 25*, 19*16*

DAY.	REMARKS.
THURSDAY. <i>13</i>	Washed down gun deck. Rigging in and covering boats uncovering boat falls.
FRIDAY. <i>24</i>	Rigging in boats and hoist uncovering boat falls Shoring up deck under boats Covering ventilators and fore hatch Tested magazine flood cocks Turned over acceba engine and starting gear by steam
SATURDAY. <i>25</i>	Washed down decks. General cleaning of ship Unrigged and stored below-decks aerial and chart table on bridge

Examined and approved:

Anthony F. Nicklett
 Commander, O. N. M. Commanding

LOG OF THE U. S. S. *Essex*AT *San Pedro*FOR THE WEEK ENDING *December 7*, 19*16*

DAY.	REMARKS.
SUNDAY. <i>26</i>	<i>Sunday routine</i>
MONDAY. <i>27</i>	<i>Washed down gun deck.</i> <i>Scrubbed fire hose.</i> <i>Secured covers on battery launch.</i> <i>Unron signal holysands</i> <i>Unron and stored below deck running gear.</i>
TUESDAY. <i>28</i>	<i>Washed down decks</i> <i>Cleaning battery</i> <i>Cleaning away logs and rubbish between ship and dock.</i> <i>Repairing canvas covers</i> <i>Taking in slack on lines and flooring, chafing gear on same.</i>
WEDNESDAY. <i>29</i>	<i>Washed down decks.</i> <i>General cleaning of ship</i> <i>Made up scrubbed fire hose.</i> <i>Caulking seams on gun deck.</i> <i>Repairing canvas covers.</i>

LOG OF THE U. S. S. Essex, AT Spends O
 FOR THE WEEK ENDING December 7, 1916.

DAY.

REMARKS.

THURSDAY.
30

Holiday routine.

FRIDAY.
1

*Washed down gun deck.
 Stowed below all silverware.
 Making new covers for binocular stand.
 Placing new canvas covering on ring life preservers.
 Repairing planking on gun deck.
 Tested magazine flood coasts.
 Turned anchor engine and steering gear over by steam.*

SATURDAY.
2

*Washed down decks.
 General cleaning of ship.*

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Co. U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Julido O*FOR THE WEEK ENDING *December 9*, 19*66*

DAY.	REMARKS.	
SUNDAY. 3	<i>Sunday nothing</i>	
MONDAY. 4	<i>Washed down gun deck. Making new covers for binnacle stands Repairing planking in gun deck. Placing new canvas covers on my life preservers Tacking in slack on lines and placing chafing gear on same.</i>	
TUESDAY. 5	<i>Washed down gun deck. Repairing planking in gun deck. Making new covers for binnacle stands Placing new canvas covering on my life preservers Sharpened carpenter's tools</i>	
WEDNESDAY. 6	<i>Washed down decks. Sharpened carpenter's tools Making covers for binnacle stands Placing new covering on my life preservers Repairing planking in gun deck.</i>	

LOG OF THE U. S. S. *Essex*, AT *Salido O*
 FOR THE WEEK ENDING *December 9*, 19 *16*

DAY.	REMARKS.
THURSDAY. 7	<p>Washed down gun deck. Repairing ring life preservers Making bunnet covers. Repairing flanking in gun deck. Overhauling battery</p>
FRIDAY. 8	<p>Washed down gun deck. Repairing flanking in gun deck. Making bunnet covers. Repairing ring life preservers Cleaning battery Tested magazine flood-cocks Turned anchor engine and steering gear over by steam</p>
SATURDAY. 9	<p>Washed down gun deck. General cleaning of ship</p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Com. U. S. Navy.

LOG OF THE U. S. S. *Essex*

AT

*Orlando 0 30 00*FOR THE WEEK ENDING *December 16*, 19 *16*

DAY.	REMARKS.	DAY.
SUNDAY. <i>10</i>	<i>Sunday routing</i>	THURSDAY.
MONDAY. <i>11</i>	<i>Making tunnel covers Caulking leaky seams in gun deck. Breasting out lines for towing. Shoveling snow. Unrigged gangway</i>	FRIDAY.
TUESDAY. <i>12</i>	<i>Clearing away snow. Left dock at 2⁰⁰ pm and went along side Browell Coal Dock at 3⁰⁰ pm. Moored ship Moved away towing lines Chased up decks</i>	SATURDAY.
WEDNESDAY. <i>13</i>	<i>Overhauling and cleaning 4" and 3" dril guns and shells. Clearing away snow. Closing and securing gun ports Masking deck for gangway gun port. Masking new lanyards for wooden fenders</i>	SUNDAY.

LOG OF THE U. S. S. *Essex*, AT *Seeds O*
 FOR THE WEEK ENDING *December 16*, 19 *16*.

DAY.	REMARKS.
THURSDAY. 14	<p>Clearing away snow Regging in No 4 and No 6. guns to clear the dock at low tide. Overhauling and cleaning 1 pdr. guns and field carriages Repairing plating in gun deck.</p>
FRIDAY. 15	<p>Shovelling snow on spar deck. Fitting window in forward bridge port. Caulking seams on gun deck. Took in slack on shore lines Turned anchor engine and steering gear over by steam Tested magazine flood cock.</p>
SATURDAY. 16	<p>Shoveled snow off the dock. General cleaning of ship</p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Co. U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Valdes O*
 FOR THE WEEK ENDING *December 23*, 19*16*

DAY.	REMARKS.	DAY.
SUNDAY. 17	<i>Sunday routing</i>	THURSDAY
MONDAY. 18	<i>Shoveled snow thugged port gangway platform and gang way Rigging in guns</i>	FRIDAY
TUESDAY. 19	<i>Sweeping snow. Rigging in and over hauling guns Sewing up canvas on life preservers Caulking seams in gun deck.</i>	SATURDAY
WEDNESDAY. 20	<i>Sweeping snow. Overhauling and cleaning guns Repairing life preservers Caulking seams in gun deck. Cleaning store rooms</i>	

LOG OF THE U. S. S. *Essex*, AT *Salado*
 FOR THE WEEK ENDING *December 23*, 19 *16*.

DAY.	REMARKS.
THURSDAY. <i>21</i>	<p>Sweeping snow Opening gun ports and getting guns ready for inspection Replacing fenders on ship's side Caulking seams in gun deck Placing shrapnel gear on lines</p>
FRIDAY. <i>22</i>	<p>Sweeping snow off the deck Overhauling and cleaning guns in armory for inspection Repairing hatch covers Turned anchor engine and sturmy gear over by strains Tested magazine flood cocks</p>
SATURDAY. <i>23</i>	<p>General cleaning of ship F. Ladewig sea left ship on the dogs head of steam.</p>

Examined and approved:

Anthony J. Dicklett
 Commander, O. N. M. Commanding.
 U. S. Nav.

LOG OF THE U. S. S. *Cass*, AT *Valdez*
 FOR THE WEEK ENDING *December 30*, 19 *16*

DAY.	REMARKS.
SUNDAY. 24	<i>Sunday Routing</i>
MONDAY. 25	<i>Holiday routing</i>
TUESDAY. 26	<i>Sweeping snow off spar deck.</i> <i>Caulking seams red gum deck.</i> <i>Repairing port gangway.</i> <i>Cleaning boiler.</i> <i>Sweeping and dusting off in wardrooms.</i>
WEDNESDAY. 27	<i>Sweeping snow.</i> <i>Repairing wooden fenders</i> <i>Chasing away ice to breast off ship from dock.</i> <i>Making new tackle for port gangway.</i> <i>Taking in slack for shore lines</i>

LOG OF THE U. S. S. *Cass*, AT *Tulsa, O.*
 FOR THE WEEK ENDING *December 30*, 19 *16*

DAY.

REMARKS.

THURSDAY.

28

*Cleaning battery and magazines
 Collecting away ice to breast off ship from the dock.
 Caulking seams in gun deck.
 Closing chafing gear on shore lines*

FRIDAY.

29

*Sweeping snow.
 Masting gangway tackles
 Repairing port gangway.
 Caulking seams in gun deck.
 Sweeping and dusting berth deck.
 Tested magazine flood cocks.
 Turned anchor engine and starting gear over by steam.*

SATURDAY.

30

General cleaning of ship

*Sunday,
 31*

Sunday Routine.

Examined and approved:

Anthony F. Hickley
 Commander, O. N. M. Commanding.

CONDITION OF HULL AND EQUIPMENTS.

DATE OF INSPECTION-TO BE MADE MONTHLY.

ORDNANCE.	July	August	September	October	November	December
Air Compressors,						
Air Accumulators,						
Torpedo Tube No. 1,						
No. 2,						
No. 3,						
No. 4,						
Torpedo No. 1,						
No. 2,						
No. 3,						
No. 4,						
No. 5,						
No. 6,						
Torpedo Equipment,						
Gun Cotton,						
Air Piping,						
Gun No. 1,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
No. 2,	do	do	do	do	do	do
No. 3,	do	do	do	do	do	do
No. 4,	do	do	do	do	do	do
No. 5,	do	do	do	do	do	do
No. 6,	do	do	do	do	do	do
No. 7, <i>In Armory</i>	do	do	do	do	do	do
Ammunition,						
Small Arms,						
C. AND R.						
Compartment A-1,						
A-2,						
A-3,						
B-1,						
B-2,						
C-1,						
C-2,						
D-1,						
D-2,						
D-3,						
D-4,						
Bilges,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
Deck,	Fair	Fair	Fair	Fair	Fair	Fair
Hand Pumps,	Good	Good	Good	Good	Good	Good
Anchor Gear,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
Steering Gear,	do	do	do	do	do	do
Boats,	Fair	Fair	Fair	Fair	Fair	Fair
Fire Equipment,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
EQUIPMENT.						
Dynamo,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
Electric Leads,	Very good	Very good	Very good	Very good	Very good	Very good
Electric Lights,	Very good	Very good	Very good	Very good	Very good	Very good
Wireless Outfit,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
Interior Communications,						
Torpedo-Firing Circuits,						

[illegible]

REPAIRS.

DATE.	DEPARTMENT.	ITEM.	BY WHOM DONE.	TIME.	COST.		TOTAL.
					LABOR.	MATERIAL.	
Oct		<p>Nov.</p> <p>General upkeep repairs from time to time.</p> <p>Completed installing dish washing machine</p>	<p>manufactured by Henry Bolander & Co</p> <p>Sustained by ship's funds.</p>				<p>Recorded. Total Cost \$4.27.</p> <p>Paid out of Organization funds.</p>

REPAIRS.

[illegible]

LOG OF THE U. S. S. *Essex*Commander *G. F. Nicklett*, *O. N. M.*, U. S. N., COMDA.Date *July 1st 1916.*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1						
2						
3						
4						
5						
6	<i>104</i>	<i>93.75</i>	<i>8 kts</i>	<i>SESW</i>	<i>29.73</i>	<i>Enroute to Put in Bay.</i>
7	<i>111</i>	<i>101.40</i>	<i>8 kts</i>	<i>SESW</i>	<i>29.73</i>	
8	<i>111</i>	<i>105.25</i>	<i>5 kts</i>	<i>SESW</i>	<i>29.73</i>	
9	<i>111</i>	<i>109.</i>	<i>4 kts</i>	<i>SESW</i>	<i>29.73</i>	
10	<i>111</i>	<i>113.75</i>	<i>4 kts</i>	<i>SESW</i>	<i>29.73</i>	<i>anchored at Put in Bay.</i>
11	<i>Anchored</i>			<i>SESW</i>	<i>29.73</i>	
12	<i>do</i>			<i>SESW</i>	<i>29.73</i>	
A. M.						
1	<i>do</i>				<i>29.18</i>	
2	<i>do</i>				<i>29.18</i>	
3	<i>do</i>				<i>29.17</i>	
4	<i>do</i>				<i>29.17</i>	
5	<i>do</i>				<i>29.16</i>	
6	<i>do</i>				<i>29.15</i>	
7	<i>do</i>				<i>29.14</i>	
8	<i>do</i>			<i>SW 7</i>	<i>29.12</i>	
9	<i>do</i>			<i>SW 3</i>	<i>29.08</i>	
10	<i>do</i>			<i>SW 7</i>	<i>29.06</i>	
11	<i>do</i>			<i>SW 7</i>	<i>29.06</i>	
12	<i>do</i>			<i>SW 7</i>	<i>29.06</i>	

Coal at noon, on hand,; consumed during 24 hours, Lat.,; Long.,

Examined and found correct.

Anthony F. Nicklett
Commander, O. N. M., Commanding.Date *July 4. 1916.*

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	<i>Anchored.</i>				<i>29.18</i>	
2					<i>29.18</i>	
3					<i>29.17</i>	
4					<i>29.17</i>	
5					<i>29.16</i>	
6					<i>29.15</i>	
7					<i>29.15</i>	
8				<i>SW 7</i>	<i>29.12</i>	
9				<i>SW 3</i>	<i>29.12</i>	
10				<i>SW 7</i>	<i>29.08</i>	
11				<i>SW 7</i>	<i>29.06</i>	
12				<i>SW 7</i>	<i>29.06</i>	
A. M.						
1	<i>Anchored.</i>			<i>SW 7</i>	<i>29.07</i>	
2				<i>SW 7</i>	<i>29.03</i>	
3				<i>W SW 7</i>	<i>29.00</i>	
4				<i>W W 7</i>	<i>28.97</i>	
5				<i>W W 7</i>	<i>28.97</i>	
6				<i>W W 7</i>	<i>28.96</i>	
7				<i>W W 7</i>	<i>28.96</i>	
8				<i>W by W 7</i>	<i>28.96</i>	
9				<i>W by W 7</i>	<i>28.97</i>	
10				<i>W W 7</i>	<i>28.98</i>	
11				<i>W W 7</i>	<i>28.99</i>	
12				<i>W W 7</i>	<i>28.99</i>	

Coal at noon, on hand,; consumed during 24 hours, Lat.,; Long.,

Examined and found correct.

Anthony F. Nicklett
Commander, O. N. M., Commanding.

LOG OF THE U. S. S. *Essex*Comdr. *G. F. Dicklett* O. N. M., U. S. N., COMDG.Date *July 3. 1916*

NAVIGATION DATA.

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	<i>anchored.</i>			<i>n.w. by n.</i>	<i>29-10</i>	<i>at anchor in Put in Bay.</i>
2				<i>n.w. by n.</i>	<i>29-10</i>	
3				<i>n.w. by n.</i>	<i>29-12</i>	
4				<i>n.w. by n.</i>	<i>29-14</i>	
5				<i>n.w. by n.</i>	<i>29-14</i>	
6				<i>n.w. by n.</i>	<i>29-15</i>	
7				<i>n.w.</i>	<i>29-15</i>	
8				<i>n.w.</i>	<i>29-15</i>	
9						
10						
11						
12						
A. M. 1				<i>n. n. w. 1</i>	<i>28-99</i>	<i>at anchor in Put in Bay.</i>
2				<i>n. n. w. 1</i>	<i>28-99</i>	
3				<i>n. n. w. 1</i>	<i>28-99</i>	
4				<i>n. n. w. 1</i>	<i>29-00</i>	
5						
6						
7						
8						
9				<i>n.w. by n. 2</i>	<i>29-07</i>	
10				<i>n.w. by n. 2</i>	<i>29-08</i>	
11				<i>n.w. by n. 2</i>	<i>29-08</i>	
12				<i>n.w. by n. 2</i>	<i>29-10</i>	

Coal at noon, on hand,; consumed during 24 hours, Lat.,; Long,

Examined and found correct.

Date *July 4. 1916.*
Anthony F. Dicklett
 Commanding Officer, O. N. M. Commanding
 U. S. N., Comdg.

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M. 1						
2						
3	<i>290</i>				<i>29.10</i>	
4					<i>29.10</i>	
5						
6						
7						
8						
9						
10						
11						
12						

Coal at noon, on hand,; consumed during 24 hours, Lat.,; Long,

Examined and found correct.

Anthony F. Dicklett
 Commander, O. N. M. Commanding
 U. S. N., Comdg.

LOG OF THE U. S. S. *Essex*

Comdr. A. F. Nicklett O.N.M., U.S.N., COMDG.

Date *August 6, 1916*

NAVIGATION DATA.

HOURL	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	<i>various</i>					
2				<i>SW 1</i>	<i>29-40</i>	
3				<i>NE 1</i>	<i>29-35</i>	
4 ¹⁰	<i>anchored</i>			<i>NE 1</i>	<i>29-35</i>	
5				<i>NE 1</i>	<i>29-35</i>	
6				<i>NE 1</i>	<i>29-35</i>	
7 ³⁰				<i>NE 1</i>	<i>29-35</i>	
8				<i>SW 1</i>	<i>29-35</i>	
9						
10						
11					<i>29-34</i>	
12					<i>29-32</i>	
A. M.						
1						
2						
3						
4						
5						
6						
7 ³⁰	<i>various</i>					
8						
9						
10 ⁴⁵	<i>330</i>					<i>Swinging ship until 10⁴⁵</i>
11 ³⁵	<i>560</i>					<i>Spending up Detroit River</i>
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____

Lat., _____

; Long., _____

Examined and found correct.

Date *August 7, 1916*

HOURL	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1					<i>29-20</i>	
2				<i>1</i>	<i>29-18</i>	
3				<i>2</i>	<i>29-16</i>	
4				<i>2</i>	<i>29-15</i>	
5				<i>2</i>	<i>29-15</i>	
6				<i>3</i>	<i>29-10</i>	
7				<i>3</i>	<i>29-10</i>	
8				<i>3</i>	<i>29-10</i>	
9				<i>4</i>	<i>29-10</i>	
10					<i>29-10</i>	
11					<i>29-10</i>	
12					<i>29-5</i>	
A. M.					<i>29-30</i>	
1					<i>29-30</i>	
2					<i>29-30</i>	
3				<i>SW 1</i>	<i>29-25</i>	
4				<i>SW 1</i>	<i>29-25</i>	
5				<i>SW 1</i>	<i>29-25</i>	
6				<i>SW 1</i>	<i>29-25</i>	
7				<i>SW 1</i>	<i>29-25</i>	
8				<i>SW 1</i>	<i>29-25</i>	
9				<i>SW 1</i>	<i>29-25</i>	
10				<i>3</i>	<i>29-25</i>	
11				<i>2</i>	<i>29-25</i>	
12				<i>1</i>	<i>29-22</i>	

Coal at noon, on hand, _____; consumed during 24 hours, _____

Lat., _____

; Long., _____

Examined and found correct.

Anthony F. Nicklett
 Commanding Officer, U. S. N., Comdg.

LOG OF THE U. S. S. *Essex*

Comdr. A. F. Nicklett, O. N. N., U. S. N., COMDG.

Date *August 8, 1916.*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1		6		4	29-09	
2		14		5		
3		22		5		
4		30		4	29-20	
5		37 1/2		4	29-18	
6		45 3/4		4	29-18	
7		53 3/4		4	29-15	
8		62 1/2		4	29-15	
9		70 1/2		4	29-15	
10		78 3/4			29-15	
11		86 3/4			29-15	
12		94			29-15	
A. M.						
1		1		3	29-05	
2		14		2	29-02	
3		22		3	29-01	
4		30		4	29-10	
5	338°	37 1/2		3	29-10	
6		45 3/4		3	29-05	
7		53 3/4		3	29-05	
8		62 1/2		3	29-05	
9		70 1/2		3	29-05	
10		78 3/4		3	29-07	
11		86 3/4		3	29-07	
12	1	94		3	29-09	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nicklett
 Commander, O. N. U. S. N., Commanding.

Date *August 9, 1916.*

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1		99.1			29.4	
2						
3						
4						
5						
6				N E. 1	29-22	
7				N E.	29-22	
8				N E.	29-24	
9				S. E.	29-23	
10				S. E. 2	29-21	
11				S. E. 2	29-20	
12				S. 2	29-40	
A. M.						
1	341	1 1/2			29-18	
2	341	9 1/2			29-20	
3	332	18			29-22	
4	332	25			29-23	
5	330	32 1/4		3	29-22	
6	330	42 1/2		N W 3	29-22	
7	295	51		N W 3	29-22	
8	295	59 1/4		N W 3	29-22	
9		67 1/2			29-25	
10	276.	76 3/4			29-25	
11	276	85 3/4			29-25	
12		91 1/2			29-40	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nicklett
 Commander, O. N. U. S. N., Commanding.

LOG OF THE U. S. S. Essex

Comdr. G. F. Nickless ONR, U. S. N., COMDG.

Date August 10, 1916

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1					29-40	
2					29-40	
3					29-35	
4					29-30	
5		1			29-20	
6		10 3/4			29-15	
7		19			29-16	
8		20 1/4		S by W	29-40	
9	207	33 1/2		S by E	29-40	
10	207	41 1/4		S by E	29-40	
11	207	49 3/4		S by E	29-15	
12	207		wind	S by E	29-15	
A. M.						
1			SE	r	29-20	
2			SE	r	29-20	
3			SE	r	29-20	
4			SE	r	29-20	
5			SE	r	29-20	
6			S	r	29-20	
7			S	r	29-20	
8			SE	r	29-40	
9	No set course		SE	r	29-40	
10	175		S by W	r	29-40	
11	No set course		SE	r	29-40	
12	No set course		SE	r	29-40	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nickless
Commander, U. S. N., Commanding.

Date August 11, 1916

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1				W	29-30	
2				W	29-32	
3				W	29-35	
4				W	29-30	
5				W	29-35	
6				W	29-35	
7				W	29-35	
8				W	29-35	
9				W	29-35	
10				W	29-35	
11				W	29-40	
12				W	29-38	
A. M.						
1	No set course		S by E	r	29-40	
2	No set course		SE	r	29-20	
3	No set course		SE	r	29-20	
4	110		SE	r	29-20	
5	110		SE	r	29-20	
6	290		SE	r	29-20	
7	165		W	r	29-20	
8	E 1/4 S		W by W	r	29-20	
9	Maneuvering		"	r	29-20	
10	do		"	r	29-20	
11	do		"	r	29-20	
12	at anchor		"	r	29-20	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nickless
Commander, U. S. N., Commanding.

LOG OF THE U. S. S. *Cass*

Comdr. A. F. Nicklett, O. N. M., U. S. N., COMDA.

Date *August 12, 1916.*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1				N. W. 21. 1	29-40	
2				N. W. by N.	29-40	
3				N. W.	29-40	
4				N. W.	29-37	
5				S. W. 2	29-35	
6	W. N. W.			W. S. W. 4	29-35	
7				W. S. W. 2	29-34	
8				W. S. W. 2	29-36	
9				W. N. W. 2	29-35	
10				W. N. W. 2	29-35	
11				N. by W. 3	29-34	
12				N. by W. 3	29-35	
A. M.						
1				W.	29-38	
2	759			N. W. by W. 2	29-38	
3	765			W. N. W. 3	29-37	
4	745			W. by N. 3	29-34	
5	745					
6	734			S. W. by W.	29-34	
7				W.	29-80	
8				W. 2	29-82	
9				W. 2	29-85	
10				E. 2	29-78	
11				E.	29-72	
12				N. W.	29-40	

Coal at noon, on hand, _____; consumed during 24 hours, _____; Lat., _____; Long., _____

Examined and found correct.

Anthony J. Nicklett
 Commanding Officer, U. S. N., Comdg.
Date *August 13, 1916.*

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	207	35.5		W. by S. 4	29-42	
2	207	44.25		W. by S. 4	29-40	
3	207	53.75		W. by S. 4	29-40	
4	207	63.		W. by S. 4	29-40	
5	207	73.75		S. S. W. 4	29-40	
6	207	83.		S. S. W. 4	29-37	
7	207	70.2		S. S. W. 4	29-37	
8	195	100.75		S. S. W. 4	29-37	
9	191	118.75		S. S. W. 2	29-36	
10	191	138.25		S. S. W. 3	29-35	
11	191	157.5		S. S. W. 4	29-34	
12	177			S. by W.	29-60	
A. M.						
1	at anchor.			N. W. by N. 2	29-35	
2				N. W. by N. 2	29-35	
3				N. N. W. 5	29-35	
4				N. by E. 5	29-36	
5				N. by E. 1	29-35	
6				N. N. E. 1	29-30	
7				N. W. 5	29-35	
8				N. W. 6	29-40	
9	305			N. by E.	29-40	
10	305			N. W. by W.	29-60	
11	305	19.4		N. W.	29-60	
12	305	27.4		N. W.	29-62	

Coal at noon, on hand, _____; consumed during 24 hours, _____; Lat., _____; Long., _____

Examined and found correct.

Anthony J. Nicklett
 Commanding Officer, U. S. N., Comdg.

LOG OF THE U. S. S. *Essex*, *Comdr. A. F. Nicklett D.N.M.*, U. S. N., COMDG.Date *August 14, 1916*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	<i>at anchor.</i>			<i>SE by E</i>	<i>29-25</i>	
2				<i>SE by E</i>	<i>29-25</i>	
3				<i>SE by E</i>	<i>29-20</i>	
4				<i>SE by E</i>	<i>29-20</i>	
5				<i>S by W</i>	<i>29-25</i>	
6				<i>S by W</i>	<i>29-25</i>	
7				<i>S by W</i>	<i>29-25</i>	
8				<i>S by W</i>	<i>29-25</i>	
9				<i>S by W</i>	<i>29-25</i>	
10				<i>S by W</i>	<i>29-25</i>	
11				<i>S by W</i>	<i>29-25</i>	
12				<i>S by W</i>	<i>29-25</i>	
A. M. 1				<i>S by W</i>	<i>29-45</i>	
2				<i>S by W</i>	<i>29-45</i>	
3				<i>S by W</i>	<i>29-40</i>	
4				<i>S by W</i>	<i>29-35</i>	
5				<i>S by W</i>	<i>29-30</i>	
6				<i>S by W</i>	<i>29-30</i>	
7				<i>SW</i>	<i>29-30</i>	
8				<i>SW</i>	<i>29-30</i>	
9				<i>SW</i>	<i>29-25</i>	
10				<i>SW</i>	<i>29-25</i>	
11				<i>SW</i>	<i>29-27</i>	
12				<i>SW</i>	<i>29-30</i>	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Date *August 15, 1916.*

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	<i>at anchor</i>			<i>SSE</i>	<i>29-10</i>	
2				<i>SSE</i>	<i>29-10</i>	
3				<i>SSE</i>	<i>29-09</i>	
4				<i>SSE</i>	<i>29-08</i>	
5				<i>SSE</i>	<i>29-08</i>	
6				<i>SSE</i>	<i>29-08</i>	
7				<i>SSE</i>	<i>29-08</i>	
8				<i>SSE</i>	<i>29-08</i>	
9				<i>NE</i>	<i>29-11</i>	
10				<i>NE</i>	<i>29-11</i>	
11				<i>NE</i>	<i>29-11</i>	
12				<i>NE</i>	<i>29-11</i>	
A. M. 1	<i>at anchor</i>			<i>S by W</i>	<i>29-15</i>	
2				<i>S by W</i>	<i>29-10</i>	
3				<i>S by W</i>	<i>29-10</i>	
4				<i>S by W</i>	<i>29-10</i>	
5				<i>S by W</i>	<i>29-11</i>	
6				<i>S by W</i>	<i>29-10</i>	
7				<i>S by W</i>	<i>29-10</i>	
8				<i>S by W</i>	<i>29-09</i>	
9				<i>S by W</i>	<i>29-10</i>	
10				<i>S by W</i>	<i>29-10</i>	
11				<i>S by W</i>	<i>29-10</i>	
12				<i>S by W</i>	<i>29-10</i>	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

LOG OF THE U. S. S. *Essex*

Comdr. A. J. Dicklett O.N.M., U. S. N., COMDG.

Date *August 16, 1916.*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P.M.						
1	28	140		NE 1	29-25	
2	28	148 1/4		NE 1	29-26	
3	29	156 3/4		NE 1	29-26	
4	29	165 1/2		NE 1	29-26	
5	29	172 1/2		NE 1	29-25	
6	43	181 3/4		NE 1	29-30	
7	65	190 1/2		E by S 1	29-30	
8	65	198 1/4		E by S 1	29-30	
9	35	206 1/4		E by S 1	29-30	
10	36	215		E by S 1	29-30	
11	37	222 3/4		E by N 1	29-30	
12	36	230 1/2		E by N 1	29-30	
A.M.						
1	at Anchor			WSW	29-15	
2	"			WSW by W	29-15	
3	"			SW 1	29-15	
4	28	67 1/2		SW 1	29-15	
5	28	73 1/4		SW 1	29-20	
6	28	80 1/4		SW 1	29-20	
7	28	88 1/4		SW 1	29-20	
8	28	96 1/4		SW 1	29-27	
9	28	104 3/4		SW 1	29-23	
10	28	112 1/4		SW 1	29-25	
11	28	121		SW 1	29-25	
12	28	130 3/4		SW 1	29-25	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Date *August 17, 1916*
Anthony J. Dicklett
 Commander, U. S. N. Commanding.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P.M.						
1	at Anchor			WSW	29-37	
2				WSW	29-38	
3				WSW	29-35	
4				WSW	29-35	
5				WSW	29-35	
6				WSW	29-37	
7				WSW	29-37	
8				WSW	29-37	
9				WSW	29-36	
10				WSW	29-36	
11				WSW	29-36	
12				WSW	29-36	
A.M.						
1	36	238.5		SE	29-20	
2	36	245.75		SE	29-25	
3	36	253.75		SE	29-30	
4	33	264.		SE	29-30	
5	27	271.75		SE	29-32	
6	70	279.25		SE	29-33	
7	at Anchor			SE	29-33	
8				SE	29-33	
9				SE	29-35	
10				SE by W	29-35	
11				WSW	29-40	
12				WSW	29-40	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony J. Dicklett
 Commander, U. S. N. Commanding.

LOG OF THE U. S. S. *Essex*Under *A. F. Nickles* O. & M., U. S. N., COMDG.Date *August 18, 1916*

NAVIGATION DATA.

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	160	139.7		SE 3	29-36	
2	160	147.6		SE 3	29-36	
3	165	155.6		SE 3	29-36	
4	165	163.7		SE by S 3	29-36	
5	165	172.5		SE by S 4	29-36	
6	165	180.25		SE by S 4	29-36	
7	165	188		SE by S 4	29-36	
8	165	195.50		SE by S 4	29-35	
9	165	204.25		SE by S 4	29-35	
10	166	211.50		SE by S 4	29-38	
11	166	219		SE by S 4	29-39	
12	166	227		SE by S 4	29-42	
A. M.						
1	at anchor			WSW	29-36	
2	"			SE 3	29-36	
3	"			SE 3	29-35	
4	"			SE 3	29-35	
5	90			SE 3	29-40	
6	128	85.25		SE 3	29-35	
7	132	93.25		SE 3	29-35	
8	132	101.25		SE W 4	29-35	
9	132	108		SE W 3	29-40	
10	132	115.25		SE W 3	29-40	
11	132	122.25		SE W 3	29-38	
12	160	130.50		SE W 3	29-36	

Coal at noon, on hand, _____; consumed during 24 hours, _____; Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nickles
Commanding Officer, Commanding.Date *August 19, 1916*

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	225	264		NE	29-45	
2				SE by S	29-45	
3				SE W	29-45	
4				SE W	29-45	
5				SE W	29-40	
6				SE W	29-40	
7				SW	29-40	
8				SW	29-40	
9				SW	29-40	
10				SW	29-40	
11				SW	29-40	
12				SW	29-40	
A. M.						
1	166	245		E by S		
2	168	246.1		SE W		
3	168	250.6		SE by S	29-40	
4	168	258.6		SE W	29-40	
5	270	264.25		SE W	29-42	
6	270	271.25		SE W	29-41	
7	180	280.25		SE W	29-40	
8	190	286		SE	29-40	
9	Taurus	292.5		SE E	29-40	
10	do			SE	29-41	
11	do			SE	29-43	
12	do			SE	29-45	

Coal at noon, on hand, _____; consumed during 24 hours, _____; Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nickles
Commanding Officer, Commanding.

LOG OF THE U. S. S. *Cass*

Comdr. O. F. Nichols, U. S. N., COMDA.

Date *August 20, 1916*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	No Course	<i>By</i>		<i>Sky W.</i>	<i>29.41</i>	
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M. 1	<i>at anchor.</i>			<i>Sw by W.</i>	<i>29.40</i>	
2	"			<i>Sw by W.</i>	<i>29.40</i>	
3	"			<i>Sw by W.</i>	<i>29.40</i>	
4	"			<i>Sw by W.</i>	<i>29.40</i>	
5	"			<i>Sw by W.</i>	<i>29.40</i>	
6	"			<i>Sw by S.</i>	<i>29.37</i>	
7	<i>No set course</i>			<i>Sw by S.</i>	<i>29.40</i>	
8	"			<i>Sw by S.</i>	<i>29.40</i>	
9	"			<i>Sw by S.</i>	<i>29.40</i>	
10	<i>216</i>			<i>Sw by S.</i>	<i>29.41</i>	
11	<i>216</i>			<i>Sw by S.</i>	<i>29.41</i>	
12	<i>No set course</i>			<i>Sky W.</i>	<i>29.41</i>	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nichols
 Commanding.
 U. S. N., Comdg.

Date _____

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	<i>No course</i>					
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M. 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nichols
 Commanding.
 U. S. N., Comdg.

LOG OF THE U. S. S. *Essex**Comdr. A. F. Wickham* U. S. N., COMDG.Date *Sept 7. 1916.*

NAVIGATION DATA.

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	96	—	7 miles	E. 2	29.45	
2	104	92	7	E. 3	29.45	
3	77	97.25	✓	N.E. by N. 3	29.45	
4	77	105.	7	N.E. by N. 3	29.45	
5	77	113.25	8	N.E. 3	29.45	
6	77	120.5	7	N.E. 3	29.46	
7	77	128.75	8	N.E. 3	29.47	
8	77	135.5	8	N.E. 3	29.48	
9	77	143.25	7	N.E. 3	29.49	
10	77	150.	7	N.E. 3	29.50	
11	77	157.5	7	N.E. 3	29.50	
12	77	165.	7	N.E. 3	29.50	
A. M.						
1	at anchor					
2						
3						
4						
5						
6						
7						
8	110	—				
9	110	—	2	E. 2	29.44	Enroute Lando O. 8 Eri 17.
10	113	—	7	E. 2	29.44	
11	113	—	7	E. 2	29.44	
12	113	—	7	E. 2	29.44	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Date *Sept 8. 1916*

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	100					
2	Maneuvers					
3	49					
4	at anchor					
5	under way					
6	259	14	8	S.W. 2	29.50	
7	259	24.	8	S.W. 2	29.50	
8	259	30.5	7	S.W. 2	29.50	
9	259	37.5	10.5	S. 2	29.45	
10	259	48	7	S. 1	29.45	
11	259	55	7	S. 1	29.45	
12	259	62	7	S. 1	29.45	
A. M.						
1	77			N.E. 3	29.50	
2	83	181.5		N.E. 3	29.50	
3	53			N.E. 3	29.50	
4	83			N.E. 3	29.50	
5	83			N.E. 3	29.50	
6	110	714.0		N.E. 3	29.50	
7	at anchor					
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

LOG OF THE U. S. S. *Essex*

A. F. Mearns, Comdr. U. S. N., COMDG.

Date *Sept. 4, 1916.*

NAVIGATION DATA.

HOURL	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	<i>Various</i>					
2	<i>Various</i>					
3	<i>Various</i>					
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M.						
1	<i>259</i>	<i>70</i>	<i>8</i>	<i>S</i>	<i>1</i>	<i>29.45</i>
2	<i>259</i>	<i>77</i>	<i>7</i>	<i>S</i>	<i>5</i>	<i>29.40</i>
3	<i>259</i>	<i>84</i>	<i>7</i>	<i>S.W</i>	<i>5</i>	<i>29.40</i>
4	<i>259</i>			<i>S.W</i>	<i>5</i>	<i>29.40</i>
5	<i>259</i>	<i>100</i>		<i>S.W</i>	<i>5</i>	<i>29.40</i>
6	<i>259</i>			<i>S.W</i>	<i>5</i>	<i>29.40</i>
7	<i>230</i>	<i>107.5</i>		<i>S.W</i>	<i>4</i>	<i>29.40</i>
8	<i>230</i>	<i>117.75</i>		<i>S.W</i>	<i>3</i>	<i>29.40</i>
9	<i>225</i>	<i>124.75</i>		<i>S.W</i>	<i>3</i>	<i>29.375</i>
10	<i>225 1/2</i>	<i>132.75</i>		<i>S.W</i>	<i>3</i>	<i>29.35</i>
11	<i>288</i>	<i>141.75</i>		<i>S.W</i>	<i>7</i>	<i>29.32.5</i>
12	<i>288</i>	<i>148.75</i>		<i>S.W</i>	<i>7</i>	<i>29.32.5</i>

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Date _____

Anthony J. Nickl
 Commanding, U. S. N., Comdg.

HOURL	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M.						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

U. S. N., Comdg.

LOG OF THE U. S. S. _____, U. S. N., COMDG.

Date _____

NAVIGATION DATA.

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M.						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

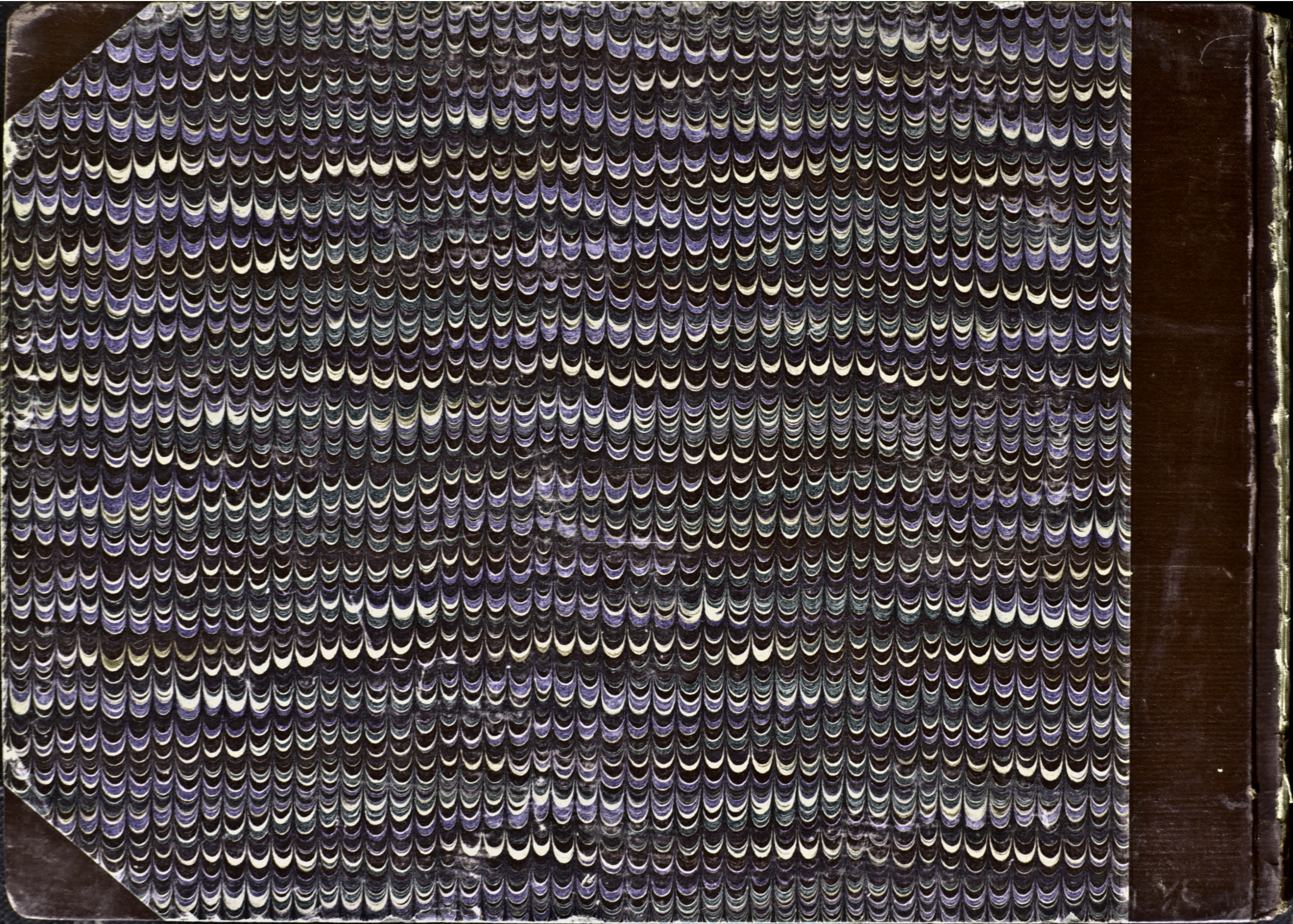
Examined and found correct. _____, U. S. N., Comdg.

Date _____

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M.						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct. _____, U. S. N., Comdg.



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